

Message Text

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ACTION EB-08

INFO OCT-01 AF-08 EUR-12 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-07 NSAE-00 CIEP-01 FAA-00 IO-13
L-03 /055 W
-----250942 031443 /12

R 241755Z FEB 77
FM AMEMBASSY DAKAR
TO SECSTATE WASHDC 8370
INFO AMEMBASSY MONROVIA
AMCONSUL MONTREAL
FAA WASHDC AIA-1
FAA BRUSSELS AEU-1/200
AMEMBASSY BISSAU BY POUCH

LIMITED OFFICIAL USE SECTION 1 OF 2 DAKAR 1310

MONROVIA FOR FAA

MONTREAL FOR USREP ICAO

E.O. 11652: N/A
TAGS: EAIR, SG
SUBJ: DISCREPANCIES AND PLANNED IMPROVEMENTS DAKAR FIR

REF: A. STATE 31730, B. FAA BRUSSELS 161138Z C. MONROVIA
1200, D. STATE 9472

1. SUMMARY. REGIONAL FAA REPRESENTATIVE WILLIAM NEWELL
VISITED ASECNA OFFICIALS AND INSTALLATIONS IN DAKAR FEB.
22-23. FAA MONROVIA RECOMMENDS USG SUPPORT CONTINUATION
DAKAR OCEANIC CONTROL, PROVIDED ASECNA CARRIES OUT IMPROVE-
MENTS AS PLANNED AND SATELLITE SSB CIRCUITS ARE CREATED.
JOINT DAKAR/SAL OCEANIC CONTROL RECOMMENDED AS ALTERNATE
FALLBACK/COMPROMISE POSITION. END SUMMARY.

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2. DISCUSSIONS AND OBSERVATIONS CONCERNING DAKAR OCEANIC
FIR WERE CARRIED OUT FIRST IN MONROVIA, SUBSEQUENTLY IN
DAKAR. EACH PHASE REPORTED SEPARATELY BELOW.

3. MEETINGS WITH PAA FLIGHT CONTROL PERSONNEL (MONROVIA):
PRIOR TO DEPARTURE FROM MONROVIA, NEWELL MET WITH PAA
ROBERTS FIELD FLIGHT CONTROL PERSONNEL CLONE AND USMANI

CONCERNING PROBLEMS THEY EXPERIENCE (OR HAVE EXPERIENCED)
IN DAKAR FIR:

(A) DESPITE SEVERAL MEETINGS WITH GOS AND ASECNA DURING 1975 AND 1976 PAA UNABLE TO SECURE AGREEMENT ON SEVERAL MOST DIRECT ROUTES ROBERTS FIELD TO U.S. THIS RESULTS IN CARRIER OPERATING ALONG AFRICAN COAST VIA DAKAR TO OVER SAL, OR DAKAR TO YA BOY INTERSECTION PRIOR TO DIRECT OVERSEAS CROSSINGS. THIS PENALIZES THEM IN TIME AND FUEL CONSUMPTION.

(B) POOR OR IMPOSSIBLE HF AIR-GROUND-AIR COMMUNICATION WITH DAKAR FIC DURING HOURS 0100Z TO 0600Z (PERIOD OF POOR PROPAGATION).

(C) SINCE IMPOSITION OF RESTRICTIONS ON ITEM (A), WHICH ALLOWS VHF COMMUNICATION WITH DAKAR OR SAL WITHIN DAKAR FIR, PAA HAS NOT EXPERIENCED TRAFFIC CONFLICT PROBLEMS WHICH WERE COMMON PRIOR TO THAT TIME. APPARENTLY SAL HAS GOOD COMMUNICATIONS WITH SANTA MARIA AND CANARY ISLANDS.

(D) ITEM (B) COMPOUNDED BY SAL, RECIFE, SMA AND DKR ALL USING HF A/G FREQUENCIES FOR ATS.

4. MEETING WITH ASECNA DIRECTOR GENERAL MALEKOU AND ASSISTANT DIRECTOR CHIEFFOU (DAKAR: IN FRANK DISCUSSION WITH ASECNA, SEVERAL DISCREPANCIES IN PRESENT COMMUNICATIONS/ FIC SERVICES NOW PROVIDED BY GOS WERE ADMITTED. ASECNA/GOS IN EACH CASE HAS IMPLEMENTED ACTION TOWARD DESIRABLE UNLIMITED OFFICIAL USE

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PROVEMENTS. PROBLEMS AND SOLUTIONS DESCRIBED IN FOLLOWING PARAS.

5. PROBLEM: AFTN POINT TO POINT. AFTN CIRCUITS FROM DAKAR TO RECIFE, LAS PALMAS AND SAL NOT PROTECTED WITH ARQ PROVISIONS. RIO AND CASABLANCA DO HAVE ARQ OPERATION.
ACTIONS:

(A) REPLACE HF RTT WITH SATELLITE-VOICE DAKAR-RIO-RECIFE. THIS WILL PROVIDE RELIABLE CONTROLLER-TO-CONTROLLER SIMPLEX ATS. GOS/ASECNA SENT LETTER TO BRAZIL THIS SUBJECT DECEMBER 31, AWAITING RESPONSE.

(B) REPLACE DAKAR LAS PALMAS RTT WITH SATELLITE. SAME ADVANTAGES AS IN PARA (A) ABOVE. IN MEETING WITH SPANISH CIVIL AVIATION AUTHORITIES LAST WEEK, AGREEMENT REACHED TO PROVIDE SATELLITE; HOWEVER SPANISH CA MUST HAVE AGREEMENT SPANISH PTT AUTHORITY. AGREEMENT HAS BEEN REACHED BETWEEN ASECNA AND SENEGALESE PTT FOR DAKAR END OF (A) AND (B).

(C) FOR CIRCUITS DAKAR/CASABLANCA AND DAKAR/ROBERTS NEW EQUIPMENT ORDERED CONSISTING SIX KW A3H EMISSION AS RECOMMENDED ICAO WITH WIDE-ORIENTED DIRECTIONAL ANTENNAS. ORDER PLACED FRENCH SUPPLIER NARDEUX FOR PROMISED DELIVERY APRIL 77.

6. PROBLEM: MOBILE SERVICE. FOUR FREQUENCIES PROVIDE HF A/G A SERVICE FOR BOTH AFI AND SA WITHIN DAKAR FIR. FINANCES TO PROVIDE SEPARATE AFI/SA FREQUENCY FAMILIES LACKING AT PRESENT, BUT PLANNED FOR 1978. PRESENT EQUIPMENT VERY OLD, NOT ADAPTABLE TO GOOD ANTENNAS; SEVERAL DIFFICULTIES EXPERIENCED DUE UNAVAILABILITY AND HIGH COST SPARE PARTS.

ACTION:

REPLACEMENT PRESENT EQUIPMENT WITH FOUR NEW NARDEUX TRANSMITTERS AND RECEIVERS, TWO NEW ANTENNAS. HF ANTENNAS TO BE ONE-LOG PERIODIC FOR USE PRIMARY SA FREQUENCIES AND OMNI-DIRECTIONAL BIONIC FOR AFI SERVICE. TRANSMITTER POWER FOR LIMITED OFFICIAL USE

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FREQUENCIES WILL BE 6 KW. EXTENDED RANGE VHF ORIENTED NNE, SW AND SE TO BE INSTALLED. (MAP BEING POUCHED.) PROMISED DELIVERY DATE ALL EQUIPMENT IS APRIL 1977.

COMMENT: ASECNA IS FINANCING MOBILE EQUIPMENT, GOS FINANCING AFTN IMPROVEMENTS.

7. PROBLEM: SSB ATS. ICAO RECOMMENDED THIS SERVICE BETWEEN DAKAR AND ABIDJAN, SAL, LAS PALMAS AND RECIFE. DAKAR/ABIDJAN IS OPERATING; DAKAR PREPARED FOR OTHER POINTS BUT THEY ARE NOT EQUIPPED AS YET. SSD IMPLEMENTED FOR BRAZIL IN 1974 AT ICAO SUGGESTION WHEN BRAZIL SAID IT DID NOT HAVE POWER FOR SSB. SERVICE OPERATED FOR THREE MONTHS IN 1974, THEN CEASED. BRAZIL HAS NOT RESPONDED TO LETTERS SENT BY ASECNA REQUESTING EXPLANATION, BUT MISSION SENT TO BRAZIL REPORTED ANTENNA DIFFICULTIES. BRAZILIAN AGENCY SATA HANDLES ALL CIVIL AVIATION COMMUNICATIONS IN BRAZIL BUT NOT WILLING TO PROVIDE EQUIPMENT FOR SOLE US DAKAR-RECIFE SSB ATS. CONTROLLER-TO-CONTROLLER COMMUNICATION NOT POSSIBLE SINCE SATA RELAYS ALL COMMUNICATIONS BRAZIL END. ACTION: SATELLITE CIRCUIT OUTLINED PARA 5 (A) ABOVE.

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MONROVIA FOR FAA

MONTREAL FOR USREP ICAO

8. SPECIAL DAKAR-SANTA MARIA CIRCUIT FOR FIR NOT INCLUDED AFI
COM PLAN. MESSAGES TO SANTA MARIA UNDER PRESENT AFTN ROUTING
MUST PASS DAKAR-CASABLANCA-MADRID-LISBON-SANTA MARIA, AND
MESSAGES OFTEN LOST IN CASABLANCA AND LISBON. ACTION:

ASECNA PROPOSED DAKAR-SAL-SANTA MARIA AFTN CIRCUIT IN
MESSAGE THROUGH PORTUGUESE EMBASSY DAKAR DECEMBER 31, 1976.
NO REPLY RECEIVED TO DATE.

9. PROBLEM: ATTITUDE OF PERSONNEL. PRESENT LAWS IN MOST
ASECNA MEMBER STATES PROTECT PERSONNEL AGAINST DISCIPLINARY
MEASURES FOR INEFFICIENCY, INEPTITUDE OR LACK OF PERFORMANCE.
ACTION:

NEW LAW BEING PROMULGATED IN SENEGAL REORGANIZES FIC AND
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COMMUNICATIONS PERSONNEL AS PAR-MILITARY UNIT RATHER THAN
CIVIL SERVICE. THIS WILL PROVIDE MEANS OF APPLYING
DISCIPLINARY ACTIONS WITH SANCTIONS NOW EMPLOYED BY MILITARY,
COUNTERBALANCED BY FINANCIAL AWARDS FOR OUTSTANDING PER-
FORMANCE, HOUSING, TRANSPORTATION AND TRAINING INCENTIVES.
SIMILAR LAWS BEING PROPOSED IN OTHER ASECNA MEMBER COUNTRIES.

10. GENERAL PROBLEMS: (A) BUDGET INSUFFICIENT FOR ALL RE-
QUIRED EQUIPMENT DUE INABILITY SOME ASECNA MEMBERS TO PAY
THEIR ASSESSMENTS. ASECNA PURCHASING APPROXIMATELY ONE THIRD

ACTUAL EQUIPMENT NEEDS. (B) GROWTH AFI AND SA ROUTES UT-STRIPPING CAPACITIES OF EQUIPMENT.

11. MALEKOU AND CHEFFOU PLANNING VISIT U.S. IN OCTOBER 1977 TO EXPLORE WAYS OF ACQUIRING NECESSARY EQUIPMENT (REF D, DAKAR 0120 AND PREVIOUS). THEY HAVE PROVIDED DETAILED LIST OF NEEDS WHICH WILL BE POUCHED FAA. SPECIAL NEEDS ARE HIGH POWER DIRECTIONAL HF ANTENNAE, RADAR, FACSIMILE, CEILOMETERS, RUNWAY LIGHTS. TOTAL IMMEDIATE NEEDS ESTIMATED AT \$1 MILLION. DESPITE REPEATED STATEMENTS BY EMBOFFS AND FAA REPS THAT CONCESSIONAL FINANCING WOULD NOT BE AVAILABLE, THERE IS EVIDENCE THAT ASECNA HOPES THAT IT WILL BE; HOWEVER, THEY ARE ALSO PREPARED TO ACCEPT LONG-TERM COMMERCIAL FINANCING.

12. EXTENDED SAL TMA. ASECNA WOULD LIKE TO EXTEND SAL TMA TO NE AND JOIN CANARY FIR BOUNDARY. EXTENDED RANGE SAL VHF WOULD BE REQUIRED FOR TMA. CHART DEFINING AREA TO BE POUCHED AIA-1.

13. FOLLOWING MEETINGS WITH ASECNA OFFICIALS, FAA REP VISITED DAKAR AFTN MESSAGE CENTER AND FIC. VISIT TO CENTER, INCLUDING RECORD REVIEW, MESSAGE TRANSIT TIME ANALYSIS FOR FEBRUARY 1977 AND EQUIPMENT EVALUATION CONFIRMS ASECNA STATEMENTS.

14. CONCLUSIONS:
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(A) CORRECTIVE ACTION PROPOSED BY ASECNA, WHICH REQUIRES COMPLETE COOPERATION SAL, SANTA MARIA, BRAZIL, CANARY ISLANDS, WOULD ALLEVIATE TRAFFIC CONFLICTS IN DAKAR OCEANIC CONTROL AREA.

(B) FRAGMENTING PRESENT AREA COULD COMPOUND RATHER THAN ALLEVIATE PRIMARY PROBLEM, WHICH IS RELIABLE COMMUNICATION BETWEEN SAL AND DAKAR RATHER THAN CONFLICTING NATIONAL INTERESTS.

(C) IF MAINTENANCE OF CURRENT DAKAR OCEANIC FIR NOT POSSIBLE, SINGLE BUT JOINTLY CONTROLLED DAKAR-SAL OCEANIC AREA MIGHT BE ACCEPTABLE COMPROMISE.

(D) CONSIDERATION SHOULD BE GIVEN TO POSSIBLE SUPPORT OF ASECNA MEMBER NATIONS OF U.S. POSITION ON FUTURE MLS SYSTEM. ALSO SUPPORT OF PAA REQUESTED DIRECT ROUTES MONROVIA/U.S.

(E) ON BILATERAL BASIS, FAILURE OF USG TO SUPPORT GOS POSITION ON DAKAR FIR WOULD PROBABLY COMPOUND BILATERAL COMMERCIAL CIVIL AVIATION PROBLEMS INCLUDING THOSE ARISING IN ONGOING NEGOTIATIONS ON CIVAIR ACCORD.

15. NEWELL AMON-1 MAKES FOLLOWING RECOMMENDATIONS WHICH
ARE SUPPORTED BY EMBASSY:

(A) USG SUPPORT CONTINUATION CURRENT DAKAR OCEANIC CONTROL,
PROVIDED IMPROVEMENTS OUTLINED PARAS 5 TO 9 ABOVE CARRIED
OUT IN EXPEDITIOUS MANNER.

(B) USG RECOMMEND PERIODIC REVIEW OF PROGRESS BY ICAO ON-
SITE TEAMS AND ESTABLISHMENT PROPOSED SATELLITE AND
SSB ATS CIRCUITS.

(C) USG CONSIDER JOINT DAKAR/SAL OCEANIC FIR AS COMPROMISE
ALTERNATIVE.
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(D) IN MAKING FINAL DECISION, USG CONSIDER IMPACT ON
ASECNA SUPPORT FOR USG MLS PROPOSALS AND BILATERAL
COMMERCIAL AVIATION NEGOTIATIONS WITH GOS.
AGGREY

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Message Attributes

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Decaption Note:
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Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
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Executive Order: N/A
Errors: N/A
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Review Withdrawn Fields: n/a
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TAGS: EAIR, SG, US, FAA, ASECNA
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vdkgvwkey: odhc://SAS/SAS.dbo.SAS_Docs/6471c1bf-c288-dd11-92da-001cc4696bcc
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